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REPORT NO. [REDACTED]

COUNTRY USSR (RSFSR/Georgian SSR)

DATE DISTR. 8 Sept. 1954

SUBJECT Rostov-Baku Railroad Line

NO. OF PAGES 4

DATE OF INFORMATION [REDACTED]

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REFERENCES:

PLACE ACQUIRED [REDACTED]

THIS IS UNEVALUATED INFORMATION

SOURCE [REDACTED]

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## 1. Train Density

This double-track line was the main line between Rostov and Baku and connected the following cities with almost hourly passenger and freight traffic: Mineralnyye Vody, Groznyy, Derbent, and Makhachkala. Source was not able to give the extent of traffic on this line.

## 2. Signaling and Train Control Systems

[REDACTED] the train control or signaling systems in operation on any lines in the USSR. [REDACTED] system was based on information [REDACTED] received while attending [REDACTED]

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All switching signals within rail yards were operated manually. Signal bars had round discs, about 20 cm. in diameter, with a black arrow inside pointing in the direction of movement. Red and yellow blinker lights, controlled from the main switching house in the yard, showed the right of way.

Along main lines a block system of braking was used; Source believed that it was an automatic braking system. The engine in some manner engaged a magnetic field at a certain point along the line and signaled the engineer to apply the brakes.

All grades, curves, and crossings were marked; in the case of curves, Source believed that the direction and degree of curve were indicated. All bridges were marked with clearance signs, and in some cases guards controlled traffic at these points if necessary.

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**3. Water and Fueling Facilities**

Source believed that every large station stop was a water station. According to Source, none of the stations had a watering point on the move; all trains had to stop to take on water.

Fueling of engines was done only at engine change points. Engines carried enough fuel to reach their engine change point. Source had no knowledge of the capacity and location of these fueling stations.

**4. Source had no information on ruling grade each direction or on ruling curve.****5. Repair Facilities (location, type, and capacity)**

[redacted] in the [redacted] in Rostov /See Encl A7/. The plant serviced all engines that were assigned to the Rostov Central Terminal. Repair was done in two phases: major overhaul and maintenance.

In the plant's major repair shop, engines received a complete overhaul. Wheels were changed, boilers were removed and repaired, and all braking mechanism was checked and repaired. In many cases the engines were repainted. This service was given after about 15,000 to 20,000 km. of travel.

Engines received minor repairs in the servicing shop, such as repair of broken boilers, faulty braking systems, or worn wheels; greasing; and a general check of all operating parts. There was a set time for this type of maintenance; Source believed that it was after about 1,000 km. or in case of any emergency.

[redacted] the capacity and maintenance load of this factory, but believed that about 30 engines could be repaired at one time.

[redacted] the location of this factory on a map, but stated that it was located about 200 m. from the Rostov main railroad station.

**6. Classification of Yards (location and capacity)**

Source was not familiar with any railroad yards.

**7. Axle Load Limits**

No information

**8. Structure, Loading, and Equipment Clearances**

No information

**9. New Construction and Major Repairs**

New construction and major repairs on the Rostov-Baku line included double tracking and electrification. To the best of Source's knowledge, none of the line was electrified. No other information.

**10. [redacted] no information on any other railroad line.****1 Encl:**

A. Rostov, Lenin Locomotive Repair Plant in Rostov, USSR

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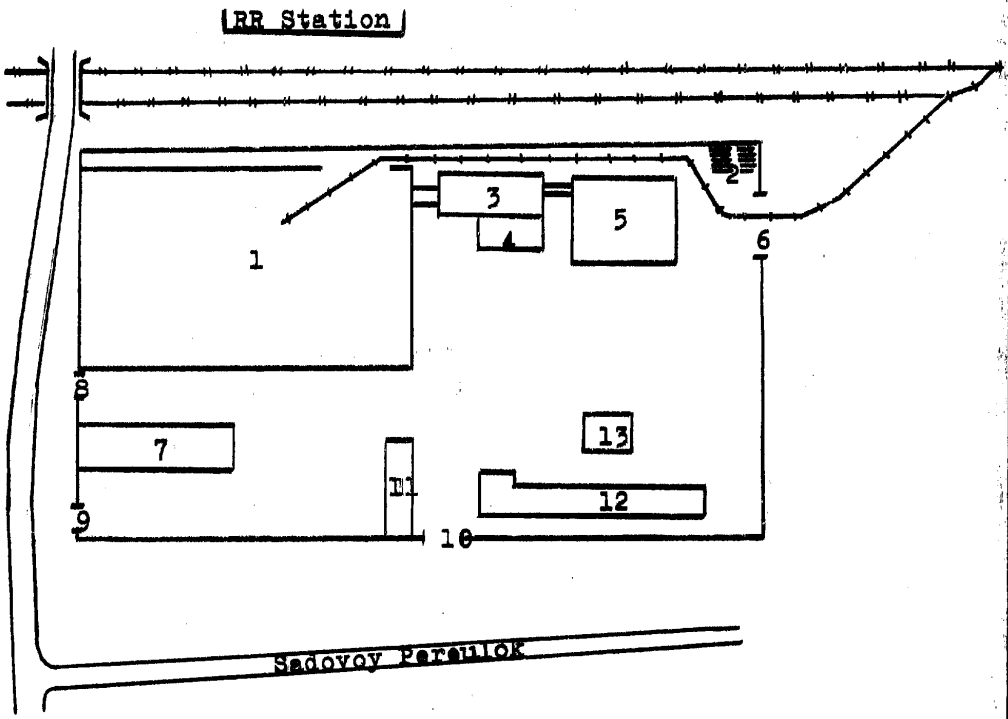
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Enclosure A

Rostov, Lenin Locomotive Repair Plant in Rostov, USSR

Note: This plant was located within the main railroad station in ROSTOV.

Memory sketch; not to scale



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**Enclosure A**

Rostov, Lenin Locomotive Repair Plant in Rostov, USSR

LEGEND

1. Locomotive repair and paint shop: 1-story brick bldg, about 500 x 500 m, with a flat roof. This was the main section of the plant, and operated 24 hours daily. All locomotive repairs were done here; large overhead cranes in the shop were used to dismantle locomotives. About 1000 people worked in this section.
2. Unsalvageable locomotive park: 10-20 partially dismantled locomotives were usually parked here. Parts from them were used in the repair shop.
3. Machine shop: dimensions unknown.
4. Parts room and storehouse for machine parts.
5. Locomotive tender repair shop: shed-type bldg, about 100 x 100 m.
6. Gate: used by locomotives for entrance to repair plant. Factory guard posted here 24 hours daily to control traffic.
7. Instrument and brake repair shop: 2-story brick bldg, about 50 x 10 m.
8. Gate: factory guard posted at all times.
9. Gate: same as item 8.
10. Gate: same as item 8.
11. Factory dispensary: brick bldg, about 50 x 10 m.
12. Plant sheds: used for storage of parts and metal.
13. Plant administration office: 3-story brick bldg, 20 x 20 m. All administrative offices were in this building.

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